

rushing out of the windows overlooking the River, the ground floor of the building was completely destroyed. The fire was confined to the Bonham Street side of the building. An hour or more after the fire first broke out, the roof fell in with a crash over Mr. Valtriv's and Messrs. Hoagland and Co's godowns. Shortly after this the fire was got under. Mr. Gregory Moore, whose office fronts Boat Quay, had his stock of hides partly destroyed and water-damaged, and amongst others Mr. David and Mr. Boyd had their offices destroyed. The former estimated his damages at not less than \$20,000, not covered by insurance. Roughly speaking the damage done, adding \$25,000 for the buildings themselves, but not including the loss incurred by Messrs. Katz Brothers, amounts to over \$225,000. Messrs. Hoagland & Co., by far the heaviest sufferers, were, however, fully insured, having lines with various companies, Java, home and the local company, to the amount of \$225,000. It is not expected that there will be much in the way of salvage from either Hoagland & Co's or from Mr. Valtriv's godowns, both of which were completely gutted.

The damage to Messrs. Katz Brothers' godown, though serious, will not be very heavy, but it is yet impossible to estimate it. It is, however, fully covered, the firm being insured for a sum of \$100,000 as follows:—

Straits Insurance Co. (\$25,000) Transatlantic Insurance Co. (\$25,000) Queen's Insurance Co. (Hongland) (\$25,000) Prussian National Insurance Co. (Holland) (\$25,000) The full value of the insurance will show how the accident losses are distributed amongst the various local and home companies:—

MESSRS. HOAGLAND & CO.
Queen Insurance Co. (\$25,000)
Royal Fire and Life (Holland) (\$25,000)
Netherland Fire and Life (Holland) (\$25,000)
Samarang Sea and Fire (Holland) (\$25,000)
Alliance Assurance Co. (Holland) (\$25,000)
South Sea Fire and Marine (Holland) (\$25,000)
Sun Fire (Holland) (\$25,000)
Hamburg Fire and Marine (Holland) (\$25,000)
Straits Fire Insurance Co. (\$25,000)
Oostindien Insurance (Holland) (\$25,000)

MR. VALTRIV.
Alliance Assurance Co. (Holland) (\$25,000)
Guardian Fire and Life (Holland) (\$25,000)

MR. G. G. MOSES.
Straits Insurance Co. (\$25,000)
(Water-damaged chiefly.)

The origin of the fire is at present involved in mystery. No suspicion is entertained by the Police of incendiarism, and in the absence of any definite information as to the precise scene of the outbreak no opinion can be hazarded on the probable cause of the conflagration.

FALSHOODS OF HISTORY.

FIFTY-TWO LIES ARE HERE EFFECTIVELY NAILED.

The alleged African king, Prester John, never had a existence.

The never was such a person as Pope Joan, the so-called female pontiff.

William Tell did not find the Swiss Confederation, and the story of Gessler has no historic basis.

There is no historic authority for the statement that a little George Washington cut down a cherry tree.

Charlemagne's Paladins had no existence, and the history of Charlemagne himself is a clouded myth as to be utterly unreliable.

William Tell did not cut down a cherry tree, and the story of Gessler has no historic basis.

The mother of Constantine did not interfere with her son to spare Rome. The story has no better foundation than that about Horatius holding the bridge.

There is no reason to believe that Tarquin insulted Lucretia. His power was overthrown in a popular revolt, which is the only basis for the story.

Pericles did not save the life of John Smith. It has been ascertained that this worthy man was the most abominable profligate of his century. He was the pioneer of American liars.

The story of King Arthur and his round table is a myth, although good purports to be the round table itself to be seen in a south of England town.

Alfred the Great did not win the Danish camp disguised as a minstrel. There is good reason to believe that he would either play the harp or speak Danish.

The maelstrom is not a whirlpool which sucks ships down into the depths of the ocean. It is an eddy, which in fact we can cross in safety by any vessel.

Queen Eleanor did not suck the poison from her husband's wounds, as she did not accompany him on the expedition during which the incident is alleged to have taken place.

Cromwell and Hampden did not attempt to sail to America at the outbreak of the English revolution. A number of their friends did, but they had no thought of doing.

The "Man in the Iron Mask" did not wear a mask of iron. It was black velvet, secured by steel springs.

The wonderful Damascus blades that cut bars of iron in two were not so superior to most good blades made to-day.

Socrates was not a half-Greek philosopher, but a genuine Greek teacher and teacher, who died worth over \$50,000.

Cesar did not cross the Rubicon. It lay on the opposite side of the Italian peninsula to the point where he left his possessions and entered Italy.

The Bridge of Sighs at Venice has no romantic story. Most of the unfortunate who cross it are petty thieves who are sent to the workhouse.

Fair Rosamund was not poisoned by Queen Eleanor, but after a long and happy life in the convent of Glastonbury, died, greatly esteemed by her associates.

Diogenes never lived in a tub. The story that he did so has no historic basis.

comment by a biographer that "a man so crabbled ought to have lived in a tub like a dog." William Rufus was not accidentally shot by an arrow from the bow of Walter Tyrrell. He was assassinated. His body, when found, bore the marks of three or four sword thrusts.

There was probably no such man as Romulus. The first historian who mentions him lived at a distance of time so great as to throw extreme discredit on the story as told by him.

Alexander the Great did not weep for other worlds to conquer. There is reason to suspect that his army met with a serious reverse in India, a fact that induced him to retrace his steps.

The immense burning glasses with which Archimedes burned the ships of the besiegers of Syracuse at 10 miles' distance were never manufactured, and it is now known that they could not have existed.

Vinegar will not split rocks, so Hannibal could not thus have made his way through the Alps. Nor will it dissolve pearls, so that the story of Cleopatra drinking pearls melted in vinegar must have been a fiction.

"Madcap Harry" was not sent to prison by Sir William Gascogne, the stern judge, nor was the latter respited by the prince when he became king, and the story did not appear for 150 years after that time.

The existence of the Colossus of Rhodes is considered by some historians extremely doubtful. There is no evidence that the ancients were able to cast pieces of metal of such size as must have entered into its composition.

The blood of Rizin, Mary Stuart's favorite, can not be seen on the floor where she was murdered by Darnley and the other conspirators. What is seen there is a stain of red paint, annually renewed for the benefit of gaping tourists.

The pass of Thermopylae was defended, not by 300, but at least 7000 Greeks, or, according to some writers, 12,000. The 300 were the Spartan contingent, who showed no more bravery on that occasion than their companions in arms from other Greek States.

Mary Stuart of Scotland was not a beauty. She had cross-eyes, and to save the trouble of having her hair dressed, cut it off close to her head and wore a wig. When, after her death, the executioners lifted her head to show it to the people, the wig came off and displayed a close-cropped skull covered with gray hair.

Queen Elizabeth was not the angelic creature represented in the histories and poems of her own time. Her hair was red, her temper red-hot. She sometimes drank too much, and at any provocation would carry on like a trooper. She frequently quarrelled with her ladies, and sometimes struck and kicked at them.

There was no monster. His mother, Agrippina, was not put to death by his order, nor did he play upon his harp and sing "The Burning of Troy" while Rome was on fire. Our knowledge of him is gained from Tacitus, who hated him, and from Plutarch, who was put to death for conspiring against him.

Hannibal did not send three bushels of gold rings, plucked from the hands of Roman knights killed on the field of Cannae, back to Carthage as a reward for his victory. The messenger who carried the news back to the Carthaginian senate, on concluding his report, "opened his robe and threw out a number of gold rings gathered on the field."

Pitt did not use the expression "The atrocious crime of being a young man." The words were used by Dr. Johnson, who was not present, but wrote a report of the speech from an abstract given him by a hearer.

Worshipers are not crushed by hundreds under the wheels of the car of Juggernaut. The car has not been taken out of the temple for many years, and such deaths as formerly occurred were exceptional or accidental.

Columbus did not make an egg stand on end to confound his opponents. The feat was performed by Brunelleschi, the architect, to silence critics who asked him how he was going to build the dome of the cathedral of Florence.

Constantine the Great was not a saint. He murdered his wife, one of his sons, and a considerable number of others. He was a Christian only in name, and seems to have known little or nothing of the religion he professed.

Philip III of Spain was not roasted to death by a roaring fire because he refused to forbear any one to come to his assistance. He died a natural death, and the same story is told of a dozen different monarchs who were sticklers for ceremony.

The hanging gardens of Babylon did not hang, nor were they gardens. They were terraces supported by arches, and were grown with trees. They were erected for the amusement of a Babylonian queen who had come from a mountainous country.

Charles IX did not fire on the fleeing Huguenots from the window of the Louvre during the massacre of St. Bartholomew. On the contrary, he was frightened almost to death by the reports of the guns, and spent the time in weeping and wringing his hands.

The siege of Troy was mostly a myth. According to Homer's own figures (if there were such a man as Homer) Helen must have been at least 60 years of age when the first met Paris, and even in the heroic period of the world women of that age were a trifling rarity.

Louis XVI did not behave with overwhelming dignity at his execution. On the contrary, he screamed for help, struggled with the executioners and begged for mercy. Nor did the attendant priest say, "Son of St. Louis, ascend to heaven." The expression was used for him by a Parisian priest.

Sappho, the poetess, was not a wanton beauty, nor did she throw herself from the Leucadian cliff to be cured of an unworthy love. The latest investigations prove her a respectable married woman with a large family, who she faded with as much care as a Greek matron usually gave her children.

The army of Xerxes has always been greatly overestimated by historians. Commonly computed at 3,000,000, the best evidence goes to show that, camp followers and all, it did not exceed one, the increase being due to the natural inventiveness of the oriental imagination and to the vanity of the Greeks, who prided themselves on having defeated its vast numbers.

"Thousands of ships," numbered only 1200 to begin with, and of these 400 were lost in a storm, so that he reached the coast of Greece with about 800.—*Plutarch's Works.*

IN FASHION'S FAVOUR.

THE SAPPHIRE HAS BEEN TAKEN UP.

Sapphires have of late years become fashionable gems. The blue of the sapphire is very seldom pure or unadorned by the whole substance of the stone. It is mixed with black, or with a cinnamon tinge, which gives it an iridescent appearance; sometimes with red, which almost imperceptibly by daylight, yet by artificial light gives it an amethystine appearance.

Two sapphires which by daylight may appear of the same hue often differ extremely in color at night. If the stone be held in an ordinary pale of forceps at inch distance, the surface of clear water the parts of the stone colored and the colored will be distinctly apparent. This remark applies to all other gems.

Star sapphires are usually of a grayish blue tint, and the star is exhibited in its greatest perfection when looked at by the light of the sun or a candle.

The sapphire is found of all tints and shades of blue, but the color which approximates to the shade formerly called *bleu du roi* is the most valuable. A really fine sapphire should appear blue as artificial light as well as by day. This stone is found in crystals, generally of much larger size than the ruby. The name "sapphire" is perhaps the only one which runs through all languages with very slight alteration—the Hebrew name sapphir, the Chaldean sappirion, the Greek sappheiros, Spanish Zafiro, the Latin sapphirus, etc.

To the sapphire has been ascribed the following magical properties: That it prevents wicked thoughts; that it is such an enemy to poison that, if put into a glass with a spider or venomous reptile, it will kill it. St. Jerome, in his exposition of the nineteenth chapter of Isaiah, says that the sapphire procures favor with princes, pacifies enemies, frees from enchantment, and obtains release from captivity. This gem was sacred to Apollo, and was worn when acquiring of the oracle at his shrine. It was esteemed as a remedy against fevers.

Ceylon has always been famous for its sapphires as well as for other gems, and even the energetic rapacity of the old Roman adventurers failed to exhaust its riches. Of all the brilliant gems extracted from the soil of this richly endowed island, hardly any was more highly esteemed by them than the sapphire. Its exquisite tint recalled to the exiled Roman the clear, cloudless azure of the heavens or the seven-hilled city The treasures and regalia of Europe possess sapphires of very large size. In the green vaults of Dresden are several of remarkable size and beauty. In the Russian Treasury are some of an enormous size, among them one of a light blue tint. The engraving of sapphires was hardly known before the days of the Roman empire, and probably the most celebrated of all engraved sapphires is the great signet of the Emperor Constantine, which weighs fifty-three carats.

PLEASURES OF ANCIENT ROME.

For the delectation of the Roman people there were theatres and amphitheatres. Gibbon says that there were some 400,000 spectators at the amphitheatres alone. The Colosseum could easily seat 100,000. There were others. The earliest was built by Cato, and was of wood. The first amphitheatre of stone was that built in the Campus Martius by Statilius Taurus. Another was built by Julius Cæsar, and another by Nero. There were three principal theatres: the Cæsar, the Pompey, and the Marcellus—the last built by Augustus in honor of his favorite nephew. Many thousands of gladiators were employed at the amphitheatres; so many that at one time they rebelled and carried on a serious war against the Republic. Three thousand dancers and as many stingers daily amused the public. If there were seats at places of amusement for 500,000 people at once, Gibbon's estimate of the total population at 1,750,000 is absurd.

Such, then, was the condition of the Roman people. Food, and wine, and oil, baths, theatres and amphitheatres were provided either free or at extremely low charges. There was no union workhouse; no labor test. Rome-poor were circulated regularly, not only in Rome but in all the camps and the provinces "per provinciam et per civitatem." It may safely be inferred that both in public and in wealth the life of Rome under the empire was fully equal to modern London, while in the magnificence and beauty of its public buildings, in the splendor of its gratuitous entertainments, and in the provision of its liberality toward the poor it was much superior.

It may, perhaps, be objected to these conclusions that they reflect the capital city only, and that, after Rome, Italy had no cities or towns to compare with Glasgow, Manchester, Liverpool, or Birmingham. But even this would not be the exact truth. There were very large and opulent cities in Italy beside Rome—cities such as Venice, Milan, Naples, Tarentum, Pompeii, Bæia. In fact, when the last recorded census was taken, it contained about 7,000,000 citizens—all adult males. Adding the wives and children we have a population of 30,000,000. Add to this the foreign residents, and the slaves, we have a total population of more than 60,000,000.—*National Review.*

HOW TO WORK THE BRAIN.

"For the healthy," says the *Hospital*, "the nap in the afternoon is not necessary, and the habit of sleeping in the day is a sign of a weak and feeble mind. It is the universal habit of the pig that it is being fattened to sleep in his sty after his midday meal. The working horse, on the other hand, which gets nothing at midday but a feed of corn—a small but highly nutritious meal—does not sleep at all after his midday meal. One would be surprised to find a horse working in the day and sleeping in the night. They should never go more than eight hours of a day. Early rising would be good for most of them. A cup of coffee and a piece of toast at half-past six might be followed by an hour's work from seven to eight. The whole hour between eight and nine should be devoted to a thoroughly good breakfast and a short walk. Work from nine to twelve should be done in the fresh air, and light lunch should follow—a slice of bread, some soup, a medium of light pudding, accompanied by a small glass of beer. From two to four, work at a pace and a snapper, and at two o'clock a cup of afternoon tea, and a rest until five. From five to six or half-past work, and at half-past six the rest of the day should be given over and completed. At seven a good, well-cooked, soup, followed by a small dinner, followed by one cup of black coffee, but no tea. At a quarter to eleven a small cup of cocoa and one or two pieces of toast. At eleven, bed, and sleep until six or six thirty. The brain-worker should not work more than five days a week in this fashion. He should have two days of leisure in the week. The first of these should be devoted to brisk and thorough walking exercise in the open air, and the second to talking, lounging, a little light reading, and the like. This is the kind of life which physiology would suggest for the brain-worker, and in this 'scheme of life' there is neither place nor necessity for the afternoon nap."—*Don't we all wish we could follow this lovely, leisure timetable?*

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, for Rickets, Marasmus, and all wasting disorders of children, is very remarkable in the results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—*"I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. McNeill, M.D., 143, Regent Street, London, W. Any Chemist can supply it. A.S. Watson & Co. (Limited), Agents in Hongkong and China."*

Today's Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA (DIRECT).

THE Steamship.

"GLAMORGANSHIRE," Captain Jackson, will be despatched on MONDAY, the 27th instant, at 5 P.M. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 25th November, 1893. [1251]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"FORMOSA," Captain Hall, will be despatched for the above Port on TUESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 25th November, 1893. [1252]

FOR KOBE (DIRECT).

THE Steamship.

"TOYO MARU," J. G. Edwards, Commander, will be despatched for the above Port on FRIDAY, the 1st Dec., at 5 P.M.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 25th November, 1893. [1253]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GLAMORGANSHIRE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon on MONDAY, the 27th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 4th December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 4 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 25th November, 1893. [1251]

NOTICE.

THE Underigned having been appointed Agents for the KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

are prepared to carry, through Bills of Lading to Ports of Java, Sumatra (East and West Coast), Celebes, Timor, Sunda Islands, Dutch New Guinea, &c. &c. Bills of Lading for through Cargo, to these Ports, to be presented to the Underigned for countersignature.

LAUTS, WEGENER & Co.

Hongkong, 25th November, 1893. [1252]

GOVERNMENT NOTIFICATION.

No. 430.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the Fly Point Battery in a westerly direction, on TUESDAY, the 28th instant, between the hours of 9 A.M. and 2 P.M.

All Ships, Junks and other Vessels are cautioned to keep clear of the line of fire. The inhabitants of the houses near Belcher's are warned to keep their house windows open during the PRACTICE, and all people working in the vicinity of the Battery are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose.

By Command, G. T. M. O'BRIEN, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 22nd November 1893. [1258]

HONGKONG VOLUNTEER CORPS.

CORPUS ORDERS BY THE ACTING COMMANDANT.

FOR WEEK ENDING AND DECEMBER.

No. 35—FIELD BATTERY.—For duty, Lieut. A. CHAPMAN and Sergeant WILK.

No. 36—At the recommendation of the Officer Commanding the Battery the following promotions are made:—To be SERGEANTS, Comps. G. W. WATSON and A. BROWN.

No. 37—FIELD BATTERY.—Drill will be carried on at order at HEADQUARTERS: MONDAY, 9 P.M. to 11 P.M. for FRIGATES, 7 P.M. for RECRUITS. WEDNESDAY, 5.30 P.M. for RECRUITS, and 7 P.M. for RECRUITS. FRIDAY, 9 P.M. to 11 P.M. for RECRUITS. 7 P.M. for RECRUITS. UNIFORM, Serg., with Forage Caps.

No. 38—SATURDAY.—Police Range will be at disposal of Recreation Committee.

F. FERRARD, Acting Commandant, R.K.V. Corps.

Hongkong, 25th November, 1893. [1254]

WANTED.

By a YOUNG ENGLISH LADY, a Situation to take Charge of CHILDREN, or to act as COMPANION to a Lady proceeding to Europe.

Apply to BETA, c/o Hongkong Telegraph Office.

Singapore, 15th November, 1893. [1255]

ASONIC.

ZEALAND LODGE.

No. 125.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on FRIDAY, the 1st December, at 8.30 for 9 P.M. precisely. Visitors are cordially invited.

Hongkong, 25th November, 1893. [1256]

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

Hongkong, 17th November, 1893.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Office.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communications. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager. [108]

TO BEWARE OF COUNTERFEITING.

ORIZA-VELOUTÉ SOAP.

The best and softest soap

L. LEGRAND'S

ORIZA PERFUMERY

Inventor of the GENUINE and accredited preparation ORIZA-OIL

11, Place de la Madeleine, Paris

TO BE HAD OF ALL TRUSTWORTHY FIRMS

NOTICE.

ON and after the 1st December next,

NO CHITS

will be taken in the following Hotel,

"THE VICTORIA HOTEL,"

"THE PEAK HOTEL,"

"THE KOWLOON HOTEL."

DORABE NOWROJEE, Proprietor.

Hongkong, 25th October, 1893. [1161]

HONGKONG HOTEL.

ON and after the 1st December next,

NO CHITS

will be accepted or credit given in the above Hotel.

By Order of the Board, R. TUCKER, Manager.

Hongkong, 25th October, 1893. [1165]

THOMAS' GRILL ROOM.

(Corner of Queen's Road and Duddell Street.)

THE Underigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—98 per cent. prem. sales and buyers.	
The National Bank of China, Ltd.—on £8.10, said up—40 per cent. dis. sellers.	
The National Bank of China, Ltd.—Founders shares, \$100 per share, sellers.	
The Bank of China, Japan & the Straits, Ltd.—nominal.	
The Bank of China, Japan & the Straits, Ltd.—Preferred shares, nominal.	
Chinese Imperial Loan of 1881, B—21 per cent. premium, sellers.	
Chinese Imperial Loan of 1884, C—2 per cent. premium, buyers.	
Chinese Imperial Loan of 1886, F—14 per cent. premium.	
Union Insurance Society of Canton—\$85 per share, sales and buyers.	
China Traders Insurance Company—\$58 per share, sales and buyers.	
North China Insurance—Tls. 130 per share, sales and buyers.	
Canton Insurance Company, Limited—\$135 per share, sales and buyers.	
Yankee Insurance Association—\$60, sellers.	
On Tai Insurance Company, Limited—Tls. 15 per share.	
Hongkong Fire Insurance Company—\$200 per share, sales and buyers.	
China Fire Insurance Company—\$70 per share, sales and buyers.	
Hongkong, Canton, and Macao Steamboat Co.—\$32 per share, buyers.	
China and Manila Steam Ship Company—\$45 per share, sales and buyers.	
Indo-China Steam Navigation Company, Limited—61 per cent. discount, sales and buyers.	
Douglas Steamship Company—\$30, sales and buyers.	
The Steam Launch Co., Limited—\$20 per share, buyers.	
Hongkong and Wharfedale Dock Company—80 per cent. premium, sellers.	
Geo. Fenwick & Co., Limited—\$10 per share, sellers.	
Hongkong Hotel Company—\$75 per share, sales and buyers.	
Hongkong Hotel Co's Six per cent. Debentures—\$50.	
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.	
The Shum-yen Hotel Co., Limited—\$4 per share, sellers.	
Panjin Mining Co.—\$61 per share, sales and buyers.	
The Rush Gold Mining Co., Limited—\$41 per share, sales and buyers.	
The Balmoral Gold Mining Co., Limited—\$1 per share, sales and buyers.	
Société Française des Charbonnages du Tonkin—\$65 per share, sales and buyers.	
The Ichin Mining and Trading Co., Limited—\$5 sales and buyers.	
New Inuri Mining Co., Limited—nominal.	
London and Pacific Petroleum Co., Ltd.—\$14.	
China Sugar Refining Company, Limited—\$160 per share, sales and buyers.	
Luen Sugar Refining Company, Limited—\$321, sellers.	
A. S. Watson & Co., Limited—\$98, sales and buyers.	
Dakia, Creditbank & Co., Limited—\$12 per share, sales and buyers.	
Hongkong Dairy Farm Co., Limited—\$41 per share, sellers.	
The Kowloon Land Investment Co., Limited—\$71 per share, sales and buyers.	
The Hongkong Land Investment Co., Limited—\$55 per share, sales and buyers.	
The West Point Buildings Co., Limited—\$20 per share, sellers.	
H. G. Brown & Co., Limited—\$8 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$37 per share, sellers.	
Hongkong Rope Manufacturing Company, Limited—\$0 per share, sellers.	
Hongkong Gas Company—\$120 per share, buyers.	
Hongkong Ice Company—\$72 per share, buyers.	
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$4 per share, buyers.	
The Green Island Cement Co.—\$5, sales and buyers.	
The Hongkong Electric Light Co., Limited—\$4 per share, sellers.	
The Hongkong Steam Laundry Co., Limited—\$15 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.	

EXCHANGE.

On London—Bank, T. T. 2/4	
Bank Bills, on demand 2/4	
Bank Bills, at 4 months' sight 2/4	
Credits at 4 months' sight 2/4	
Documentary Bills, at 4 months' sight 2/5	
On Paris—Bank Bills, on demand 2/9	
Credits, at 4 months' sight 3/03	
On India—T. T. 18 1/2	
On Demand 18 1/2	
On Shanghai—Bank, T. T. 22 1/2	
Private, 30 days' sight 73	

VISITORS AT THE HONGKONG HOTEL.

Mr. D. Buchanan.	Mr. J. McWilliams.
Mr. Buchanan.	Mr. M. A. F. Sheela.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.
Mr. Buchanan.	Mr. A. F. P. Smith.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. East.	Capt. and Mrs. Moore.
Madame Giese.	Mr. A. F. Sheela.
Capt. and Mrs. Hunt.	Mr. A. F. P. Smith.
Madame Koch.	Mr. A. F. P. Smith.
Mr. V. Kolod.	Mr. A. F. P. Smith.
Mr. MacLean.	Mr. A. F. P. Smith.
Mr. MacLennan.	Mr. A. F. P. Smith.

CHINA COAST METEOROLOGICAL REGISTER.

24th November, 1893.—At 4 p.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	State.
Whampoa	SW	24	85	30.0	Cloudy
Nagasaki	SW	24	85	30.0	Cloudy
Yokohama	SW	24	85	30.0	Cloudy
Amoy	SW	24	85	30.0	Cloudy
Shanghai	SW	24	85	30.0	Cloudy
Swatow	SW	24	85	30.0	Cloudy
Hankow	SW	24	85	30.0	Cloudy
Wuchang	SW	24	85	30.0	Cloudy
Yichang	SW	24	85	30.0	Cloudy
Chongqing	SW	24	85	30.0	Cloudy

25th November, 1893.—At 10 a.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	State.
Whampoa	SW	24	85	30.0	Cloudy
Nagasaki	SW	24	85	30.0	Cloudy
Yokohama	SW	24	85	30.0	Cloudy
Amoy	SW	24	85	30.0	Cloudy
Shanghai	SW	24	85	30.0	Cloudy
Swatow	SW	24	85	30.0	Cloudy
Hankow	SW	24	85	30.0	Cloudy
Wuchang	SW	24	85	30.0	Cloudy
Yichang	SW	24	85	30.0	Cloudy
Chongqing	SW	24	85	30.0	Cloudy

25th, 10 a.m. Barometer steady. Gradual step for north to south-east. Sea rather rough. Weather fine. A vessel arrived from Amoy on the 24th, and a vessel is expected to arrive from Amoy on the 25th. The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Amoy* reports that she left Amoy on the 24th instant. Had strong north-east winds and heavy sea with clear weather.

November 25, Hongkong. French steamer, for Hongkong.
November 25, Propontis, British steamer, for Singapore, &c.
November 25, Yuen-sung, British steamer, for Amoy, &c.
November 25, Nanyang, German steamer, for Shanghai.
November 25, Salanga, German steamer, for Yokohama.

PASSENGERS—ARRIVED.

Per *Formosa*, from Tamsui, &c.—Mrs. Morris, and 48 Chinese.
Per *Choyang*, from Shanghai, &c.—Mr. J. Wolf, and 81 Chinese.
Per *Glamorganshire*, from Singapore.—21 Chinese.

DEPARTED.

Per *Oldenburg*, for Hongkong for Yokohama.—Mr. and Mrs. Page and child, and 12 Chinese (deck). From Bremen.—Mrs. and Miss Martens. From Amoy.—Mrs. Rosenzweig, Mrs. van Steegen and 4 children. From Southampton.—Mr. and Mrs. Twentyman, children and amah, Messrs. Crosby, C. L. Lundberg, and C. J. Hall. From Genoa.—Messrs. H. Dolin Bin and W. M. Morton.

Per *Nürnberg*, from Hongkong for Yokohama.—Messrs. Chiyat-vid. From Singapore for Nagasaki.—Mr. Omasa. From Genoa.—Consul Reinhardt.

REPORTS.

The British gunboat *Swift* reports that she left Bangkok on the 9th instant. Had strong monsoon throughout.

The British steamship *Hongkong* reports that she left Amoy on the 23rd instant. Had fresh monsoon and fine weather.

The German steamship *Piccola* reports that she left Saigon on the 15th instant. Had strong north-east winds and heavy sea with clear weather.

The British steamship *Glamorganshire* reports that she left Singapore on the 16th instant. Had very strong monsoon and gale from north-east with very high head sea all the way.

The British steamship *Choyang* reports that she left Shanghai on the 21st instant, and Swatow on the 24th. Had strong north-east monsoon and high following sea to Swatow. From Swatow to Breaker Point had light easterly winds and sea. From Breaker Point to Hongkong had fresh northerly winds and fine clear weather.

The British steamship *Formosa* reports that she left Tamsui on the 21st instant, Amoy on the 24th, and Swatow on the 24th. From Tamsui to Amoy and Swatow had fresh north-easterly breeze and fine weather. From Swatow to Hongkong had light north-easterly breeze and fine weather. In Amoy the steamships *Cars*, *Pertis*, and *Canton*. In Swatow the steamships *Namoi*, *Choyang*, *Lohang*, and *Tachikou*.

MAILS EXPECTED.

THE FRANCH MAIL.

The Messageries Maritimes Co's steamer *Yarra*, with the outward French mail, left Singapore on the 22nd instant, and may be expected here on the 29th.

THE AMERICAN MAILS.

The O. & S. S. Co's steamer *Gallea*, with mails, &c., from San Francisco leaves Yokohama on the 23rd instant at daylight, and may be expected here on the 28th.

The P. M. S. S. Co's steamer *City of Peking*, with mail, left San Francisco for this port via Yokohama, on the 9th instant.

The P. M. S. S. Co's steamer *China*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 21st instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co's steamer *Tacoma* left Victoria, B.C., on the 3rd instant.

The E. & A. Steamship Co's steamer *Arila*, from Australia, left Port Darwin on the 16th instant, and may be expected here to-morrow.

STEAMERS EXPECTED.

The *Shire* line steamer *Glamorganshire* left Singapore on the 16th instant, and may be expected here to-day.

The Messageries Maritimes Co's steamer *Caladenia* left Shanghai on the 23rd instant at 11 a.m., and may be expected here on the 27th.

The Navigazione Generale Italiana steamer *Glava* left Bombay on the 19th instant, and may be expected here about the 29th.

The steamer *Afghan* left Singapore on the 22nd instant, and may be expected here on the 30th.

The P. & O. S. N. Co's steamer *Malacca* left Bombay on the 19th instant, and may be expected here on the 3rd proximo.

The P. & O. S. N. Co's steamer *Bombay* left London for this port on the 11th instant.

Shipping.

ARRIVALS.

WM. J. ROTCH, American ship, 1604, S. Lancaster, 24th Nov.—New York 23rd, June, Petroleum.—Melcher & Co.
CONTINENTAL, Dutch steamer, 672, C. Schall, 24th Nov.—Newchwang 18th Nov., Beas.—Luis, Wegener & Co.
HANGCHOW, British steamer, 999, C. Derby, 24th Nov.—Amoy 23rd Nov., General.—Butterfield & Swire.
PICCOLA, German steamer, 875, E. Hase, 25th Nov.—Saigon 15th Nov., Rice.—Luis, Wegener & Co.
FORMOSA, British steamer, 680, T. Hall, 25th Nov.—Tamsui 21st Nov., Amoy 22nd, and Swatow 24th, General.—D. Lappin & Co.
CHOYANG, British steamer, 1,104, R. C. D. Bradley, 25th Nov.—Shanghai 21st Nov., and Swatow 24th, General.—Jardine, Matheson & Co.
THIRSE, Austrian steamer, 1,789, P. Cavarich, 25th Nov.—Mojil 20th Nov., Coal.—Austrian Lloyd.
TOTO MARU, Japanese steamer, 1,124, G. Edwards, 25th Nov.—Mojil 20th Nov., Coal.—Order.
GLAMORGANSHIRE, British steamer, 1,847, R. T. Jackson, 25th Nov.—Singapore 16th Nov., General.—Dodwell, Carill & Co.
SWIFT, British gunboat, 776, Commander F. G. Kirby, 25th Nov.—Bangkok 9th November.
PRIMA, British steamer, 1,502, J. S. Thompson, 25th Nov.—Japan, and Amoy 24th Nov., General.—Buttefeld & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Thales, British steamer, for Swatow, &c.
Hongchow, British steamer, for Samarsang, Nanyang, German steamer, for Shanghai.
Freig, Danish steamer, for Hobei, &c.
Praha, British steamer, for Bangkok.
Salanga, German steamer, for Amoy, &c.
Perpanda, British steamer, for Singapore.
Rivardala, British steamer, for Hongkong.

DEPARTURES.

November 25, *Benvenut*, British steamer, for Kobe, &c.
November 25, *Flintshire*, British steamer, for Nagasaki, &c.
November 25, *Oldenburg*, German steamer, for Amoy, &c.
November 25, *Nürnberg*, German steamer, for Amoy, &c.

Hails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE, CHINA & JAPAN.

1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA 6,000 Tons WEDNESDAY, 29th November.
EMPRESS OF JAPAN 6,000 " WEDNESDAY, 27th December.
EMPRESS OF CHINA 6,000 " WEDNESDAY, 24th January.

THE STEAMERS of this line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change.

The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, 1st November, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Yokohama and Honolulu) Thursday, 12th Dec., at Daylight.
China (via Nagasaki, Kobe, Yokohama and Honolulu) Wednesday, 27th Dec., at 1 P.M.
Peru (via Nagasaki, Kobe, Yokohama and Honolulu) Saturday, 13th Jan., at Daylight.